

(19)



Europäisches Patentamt
European Patent Office
Office européen des brevets



(11)

EP 1 298 398 A2

(12)

EUROPEAN PATENT APPLICATION

(43) Date of publication:
02.04.2003 Bulletin 2003/14

(51) Int Cl.7: **F25D 25/04**, **B65G 15/48**
// **F25D3/11**

(21) Application number: 02256798.6

(22) Date of filing: 30.09.2002

(84) Designated Contracting States:
AT BE BG CH CY CZ DE DK EE ES FI FR GB GR
IE IT LI LU MC NL PT SE SK TR
Designated Extension States:
AL LT LV MK RO SI

(72) Inventor: **Miller, Jeremy Paul**
Mortimer, Berkshire RG7 3NR (GB)

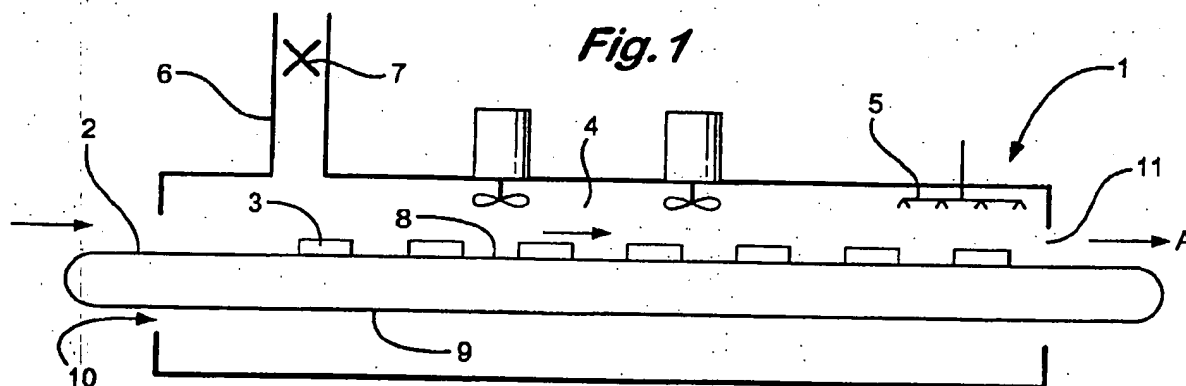
(74) Representative: **Lucas, Brian Ronald**
Lucas & Co.
135 Westhall Road
Warlingham Surrey CR6 9HJ (GB)

(30) Priority: 28.09.2001 GB 0123336

(71) Applicant: **AIR PRODUCTS AND CHEMICALS,**
INC.
Allentown, PA 18195-1501 (US)

(54) **Method and apparatus for freezing products**

(57) A tunnel freezer (1) having a metal belt (3) for carrying product therethrough, characterised in that the weight of said belt (3) is from 1 kg per square meter of surface area to 6 kg per square meter of surface area.



Description

Field of the Invention

[0001] This invention relates to a method and apparatus for freezing products and, more particularly but not exclusively, is concerned with a method and apparatus for freezing foodstuffs.

Background of the Invention

[0002] The use of liquid nitrogen to freeze foodstuffs has increased dramatically over the past 30 years. The improvement in the quality of the frozen food is well known. However, whilst liquid nitrogen is now used for freezing premium food products its cost prevents it being used for freezing those foodstuffs which do not command a premium price. These foodstuffs are typically frozen using mechanical refrigeration.

[0003] Over the years many attempts have been made to reduce the quantity of liquid nitrogen required to freeze a given foodstuff and gradually it has become economically viable to use liquid nitrogen to freeze an increasing range of foodstuffs.

[0004] The present invention aims to continue this trend. In particular, in existing cryogenic tunnel freezers the food is carried through the freezer on belts which are normally made of stainless steel. These belts typically weigh from 8 kg per square meter of surface area to 19 kg per square meter of surface area according to the products being frozen. Typically, the smaller the product the higher the weight per square meter of surface area because of the need to provide a small mesh to inhibit the product falling through the belt.

[0005] The belts are normally made of metal since metal detectors are normally positioned downstream of tunnel freezers and it is very easy to detect whether any metal from the belt, or elsewhere in the tunnel freezer accidentally enters a product. Belts of plastics material have been used but their use has generally been discontinued because plastics materials tend to become embrittled at low temperatures and there is no practical method of detecting small fragments of plastics material in the frozen product.

[0006] The present invention is based on the observation that the weight per square meter of surface area of a metal belt can have a profound effect on the consumption of liquid nitrogen, particularly as the belt speed increases.

Summary of the Invention

[0007] According to one aspect of the present invention there is provided a tunnel freezer having a metal belt for carrying product therethrough, characterised in that the weight of said belt is from 1 kg per square meter of surface area to 6 kg per square meter of surface area.

[0008] Preferably, said belt has a weight of from 2 kg

per square meter of surface area to 4 kg per square meter of surface area.

[0009] More, preferably, said belt has a weight of from 2.2 kg per square meter of surface area to 3.1 kg per square meter of surface area.

[0010] Advantageously, said belt has a weight of from 2.6 kg per square meter of surface area to 2.9 kg per square meter of surface area.

[0011] The present invention is particularly useful in combination with those tunnel freezers which are provided with a spray bar and a tray which, in use, contains liquid cryogen and into which the laden belt sags.

[0012] The present invention also provides a method of operating a tunnel freezer having an inlet, an outlet and a belt to convey products to be frozen between said inlet and said outlet, characterized by adjusting the speed of the belt to maintain the temperature of said belt adjacent said inlet substantially constant.

[0013] There is also provided a tunnel freezer for carrying out this method, which is characterised by means to vary the speed of the belt to maintain the temperature of said belt adjacent said inlet substantially constant.

[0014] In one embodiment said means comprises a temperature sensor located at or adjacent the inlet and arranged to generate a signal indicative of the temperature of said belt adjacent the inlet of said freezing tunnel and a controller arranged to, in use, vary the speed of said belt in response to the signal received from said temperature sensor.

[0015] For a better understanding of the present invention reference will now be made, by way of example, to the accompanying drawings, in which:-

Brief description of the Drawings

[0016]

Figure 1 is a schematic side elevation, partly in cross-section, of one embodiment of a tunnel freezer according to the present invention;

Figure 2 is a graph showing the savings which can be achieved at various speeds of the belt;

Figure 3 is a view similar to Figure 1, but showing a second embodiment of a tunnel freezer in accordance with the present invention; and

Figure 4 is a view similar to Figure 1, but showing a third embodiment of a tunnel freezer in accordance with the present invention

Detailed description of the Preferred Embodiment

[0017] Referring to Figure 1 there is shown a tunnel freezer which is generally identified by the reference numeral 1.

[0018] The tunnel freezer 1 comprises a belt 2 which carries products 3 to be frozen through the freezing tunnel 4 in the direction of the arrow 'A'.

[0019] As the products 3 pass through the freezing

tunnel 4 they are frozen by contact with cold nitrogen which is introduced into the freezing tunnel 4 through spray bar 5 in the form of liquid at -196°C , evaporates and passes through the freezing tunnel 4 in counter-current flow with the products 3 and leaves through exhaust duct 6 assisted by an exhaust fan 7.

[0020] In a modern food freezing factory it is not unusual for the tunnel freezer 1 to be used to freeze a wide range of different food products in the same day. These can vary from whole chicken, to gateau, pre-prepared meals, sauces and desserts and, indeed, we are aware of one factory where runs as short as 30 minutes are commonplace.

[0021] In order to accommodate such diverse products the speed of the belt 3 is varied according to the product. Products such as chicken and turkeys take a comparatively long time to freeze whilst thin products such as hamburgers can be frozen relatively quickly.

[0022] Over the years it has been found that the temperature of the gas leaving the freezing tunnel 4 through the exhaust duct 6 should be about -40°C . There are various reasons for this. In particular, if the temperature is allowed to rise above this there is a high risk that the exhaust fan 7 will become iced up and stop working. In addition, the tunnel freezer 1 would become unduly long.

[0023] We have observed that as the speed of the belt 3 is increased the temperature in the exhaust duct 6 falls. As a consequence less of the available refrigeration is being utilised. We have traced part of this problem to the belt 3.

[0024] In particular, the belt 3 has an upper run 8 and a lower run 9. Depending on the surface area of the belt 3 covered by product 3 part of the belt 3 beneath the spray bar 5 is subject to direct contact with droplets of liquid nitrogen at -196°C .

[0025] As the belt 3 advances so this very cold area of belt 3 moves along the lower run 9 giving up its cold as it moves towards the inlet 10.

[0026] If the belt 3 is moving relatively slowly then the temperature of the belt 3 at the inlet 10 of the tunnel freezer 1 will approximate the desired temperature of the exhaust. However, as the speed of the belt 3 is increased so the temperature of the belt 3 at the inlet of the tunnel freezer 1 falls. This, in turn causes the temperature of the exhaust gas to decrease and reduces the overall efficiency of the freezing process.

[0027] We have found that this problem can be mitigated by reducing the weight per square meter of surface area of the belt 3.

[0028] Turning now to Figure 2, there is shown a graph which shows how the savings of liquid nitrogen vary with the velocity of a belt having a weight of 3.28kg per square meter of surface area compared with a conventional belt having a weight of 18.18kg per square meter of surface area.

[0029] This graph refers to steady state running conditions and does not take into account any savings

which may be made during initial cooldown.

[0030] It will be seen that a saving of approximately 10% is made at a belt speed of 0.03m/s and this increases to 15% at a belt speed of 0.12m/s.

[0031] As a practical matter belt speeds would not be expected to exceed 0.5 m/s.

[0032] Similarly, the weight per square meter of surface area of the belt would not be expected to be less than 1 km/m² because structural reasons.

[0033] An interesting spin off from the present invention is shown in Figure 3. In particular, some tunnel freezers are provided with a liquid nitrogen (LIN) tray 14 below the spray bar 5. The belt 3 is allowed to sag so that the bottom of the products 3 theoretically touch the liquid nitrogen in the LIN tray 14.

[0034] This arrangement has never performed well.

[0035] This problem was most apparent in a factory which made huge (1 lb (0.37kg)) hamburgers. Once the conventional belt (which had a weight of 18.18kg per square meter of surface area had been replaced with a belt 3 having a weight of only 3.28kg per square meter of surface area the hamburgers were perfectly frozen with a reduction in nitrogen consumption of 36%.

[0036] On analysis it is believed that in the prior art the conventional belt absorbed the bulk of the available refrigeration from the liquid nitrogen leaving little or none available to freeze the underside of the product. In contrast, the new belt 3 only absorbed a portion of the refrigeration available leaving substantial refrigeration available to freeze the underside of the hamburgers.

[0037] The belt 3 may typically comprise a Flat-Flex (Registered trade Mark) XT wire conveyor belt as made by the Wire Belt Company of Sittingbourne, Kent, England.

[0038] Whilst it is anticipated that the belt 3 will normally be made of stainless steel it could also be made of other metals, for example titanium.

[0039] It will be appreciated that as the weight per square meter of surface area of the belt 3 decreases so does its overall weight and strength. By way of comparison a belt for a conventional 16m tunnel freezer has to be moved using a fork lift truck. A belt for a 16m tunnel freezer in accordance with the present invention can be carried by two men.

[0040] Depending on the anticipated maximum load, it may be desirable to provide tunnel freezers in accordance with the present invention with more support rails underneath the belt 3 and guides above the belt 3. These will, to some extent reduce any savings in liquid nitrogen during initial cooldown.

[0041] Conventionally, belts are run at a continuous speed for the same product regardless of whether the belt is being fed at the rated capacity of the tunnel freezer or between batches.

[0042] Another aspect of the present invention proposes to reduce the belt speed if the temperature of the belt at or around the inlet 10 is lower than desired, which might occur, for example between batches or if the prod-

uct was being introduced into the tunnel freezer 1 at a rate lower than expected.

[0043] Figure 4 shows a tunnel freezer 1 which is similar to that shown in Figure 1 and differs therefrom only in that a temperature sensor 12 has been provided which sends a signal to a controller 13 which regulates the speed of a motor 14 which adjusts the speed of the belt 3.

[0044] Instead of the temperature sensor 12 a sensor could be used which measured the coverage of the belt 3 at the inlet 10 of the tunnel freezer 1. This would have the advantage of adjusting the speed of the belt 3 before the temperature around the inlet 10 started dropping although more programming work would be required to correlate the coverage with the speed of the belt.

[0045] It will be appreciated that this aspect of the present invention is applicable to belts regardless of their weight per square meter.

tially constant.

8. A tunnel freezer as claimed in Claim 10, wherein said means comprises a temperature sensor located at or adjacent the inlet and arranged to generate a signal indicative of the temperature of said belt adjacent the inlet of said freezing tunnel and a controller arranged to, in use, vary the speed of said belt in response to the signal received from said temperature sensor.

Claims

1. A tunnel freezer having a metal belt for carrying product therethrough, **characterised in that** the weight of said belt is from 1 kg per square meter of surface area to 6 kg per square meter of surface area.
2. A tunnel freezer as claimed in Claim 1, wherein said belt has a weight of from 2 kg per square meter of surface area to 4 kg per square meter of surface area.
3. A tunnel freezer as claimed in Claim 2, wherein said belt has a weight of from 2.2 kg per square meter of surface area to 3.1 kg per square meter of surface area.
4. A tunnel freezer as claimed in Claim 3, wherein said belt has a weight of from 2.6 kg per square meter of surface area to 2.9 kg per square meter of surface area.
5. A tunnel freezer as claimed in any preceding Claim, when provided with a tray which, in use, contains liquid cryogen and into which the laden belt sags.
6. A method of operating a tunnel freezer having an inlet, an outlet and a belt to convey products to be frozen between said inlet and said outlet, **characterized by** adjusting the speed of the belt to maintain the temperature of said belt adjacent said inlet substantially constant.
7. A tunnel freezer for carrying out a method according to Claim 6, which method is **characterised by** means to vary the speed of the belt to maintain the temperature of said belt adjacent said inlet substan-

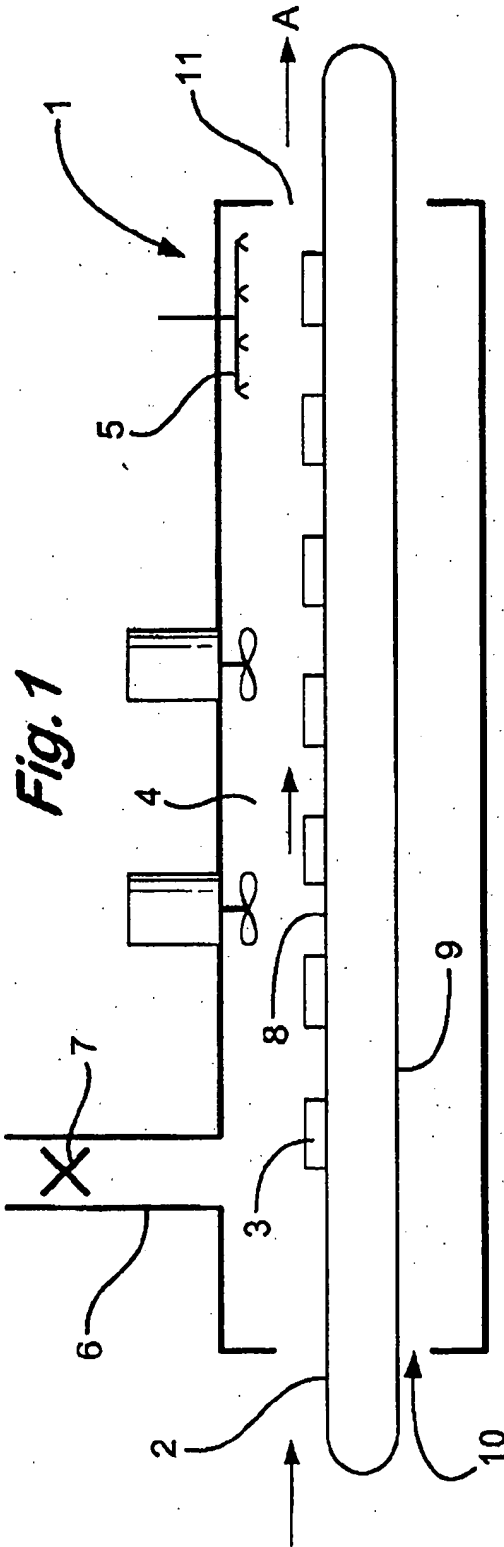
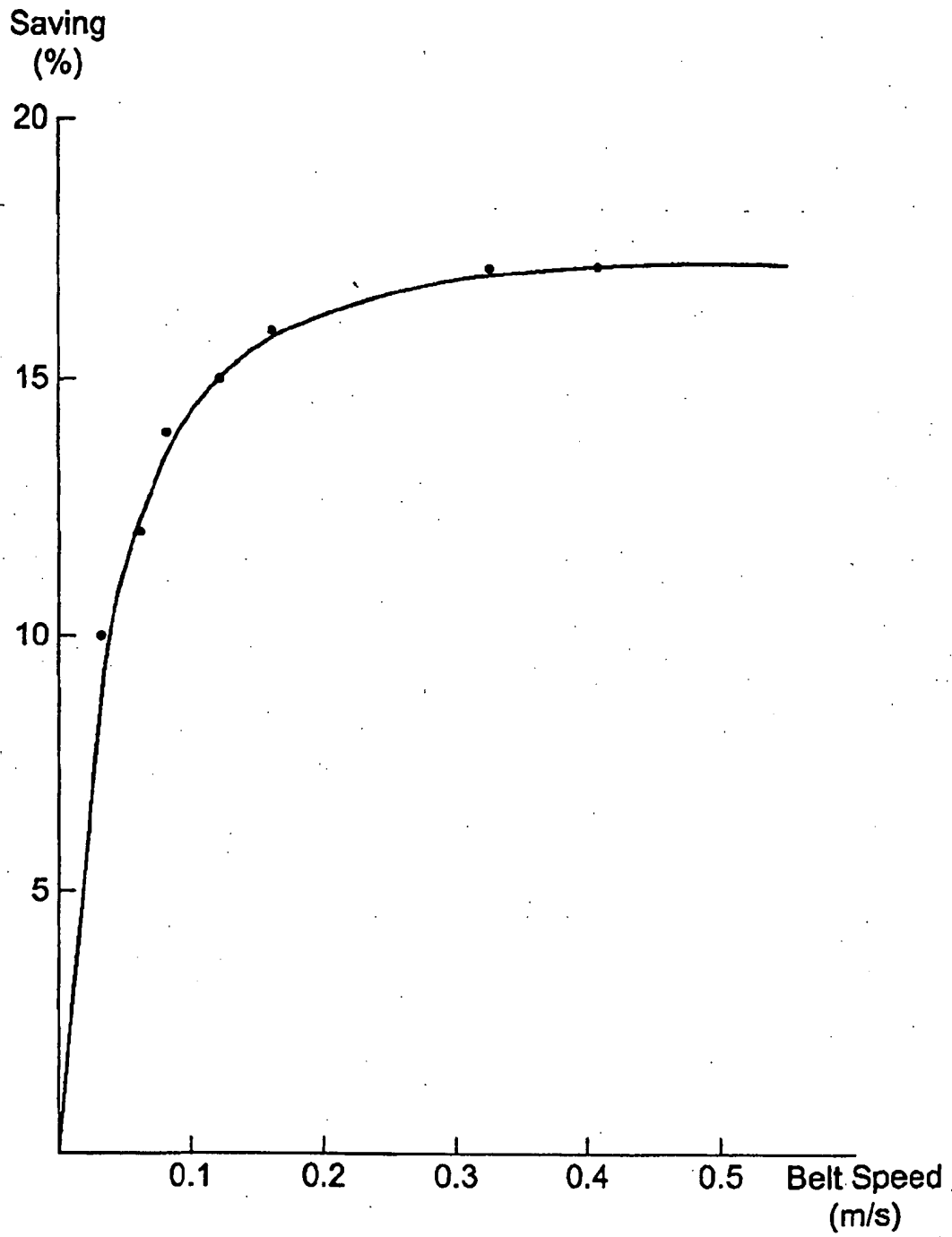
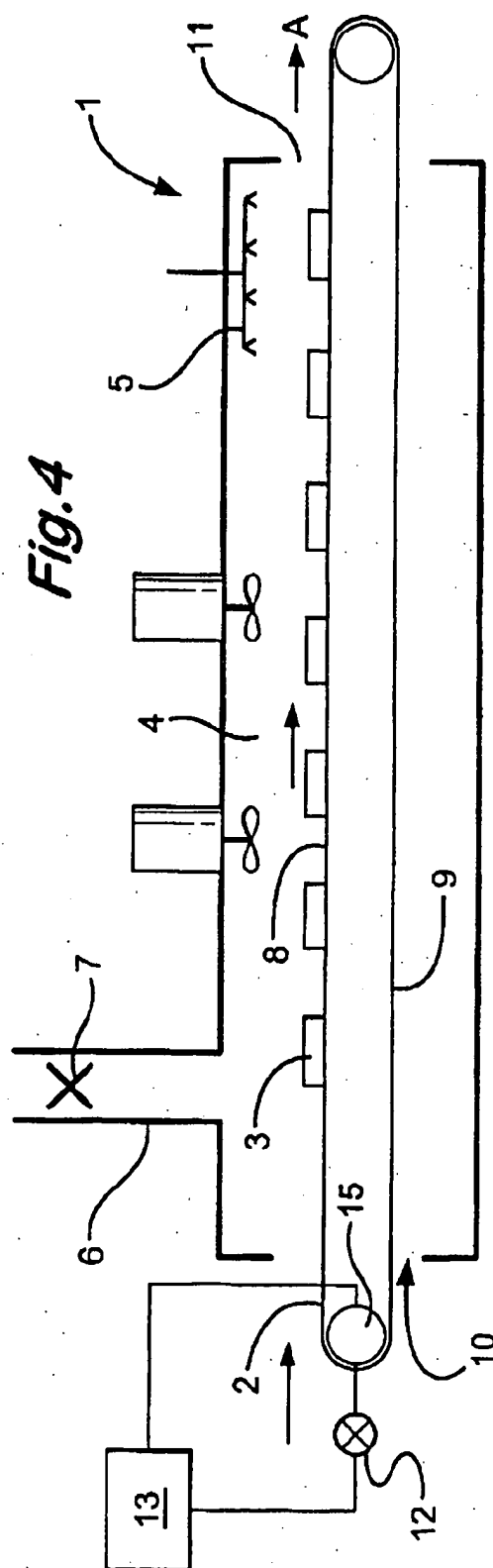
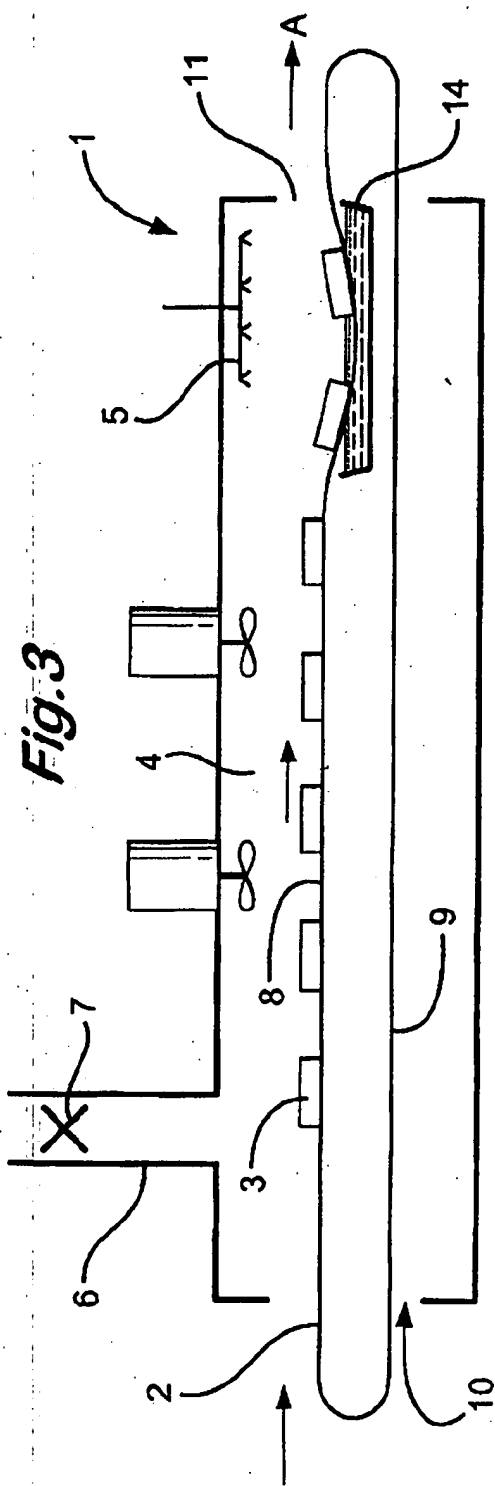


Fig.2



(19)



Europäisches Patentamt

European Patent Office

Office européen des brevets



(11)

EP 1 298 398 A3

(12)

EUROPEAN PATENT APPLICATION

(88) Date of publication A3:
20.10.2004 Bulletin 2004/43

(51) Int Cl.7: **F25D 25/04**, **B65G 15/48**,
F25D 3/11

(43) Date of publication A2:
02.04.2003 Bulletin 2003/14

(21) Application number: **02256798.6**

(22) Date of filing: **30.09.2002**

(84) Designated Contracting States:
AT BE BG CH CY CZ DE DK EE ES FI FR GB GR
IE IT LI LU MC NL PT SE SK TR
Designated Extension States:
AL LT LV MK RO SI

(72) Inventor: **Miller, Jeremy Paul**
Mortimer, Berkshire RG7 3NR (GB)

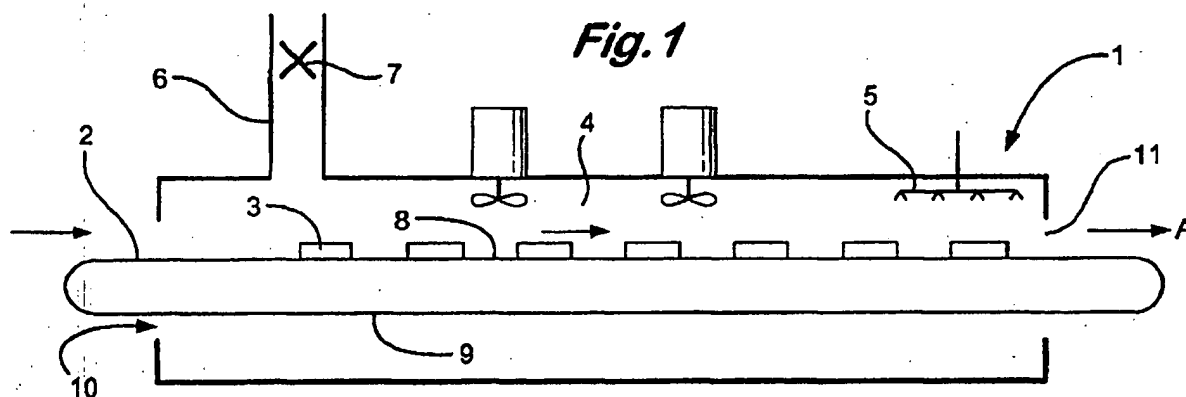
(74) Representative: **Lucas, Brian Ronald**
Lucas & Co.
135 Westhall Road
Warlingham, Surrey CR6 9HJ (GB)

(30) Priority: **28.09.2001 GB 0123336**

(71) Applicant: **AIR PRODUCTS AND CHEMICALS,**
INC.
Allentown, PA 18195-1501 (US)

(54) Method and apparatus for freezing products

(57) A tunnel freezer (1) having a metal belt (3) for carrying product therethrough, characterised in that the weight of said belt (3) is from 1 kg per square meter of surface area to 6 kg per square meter of surface area.





European Patent
Office

EUROPEAN SEARCH REPORT

Application Number
EP 02 25 6798

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.7)
Y	US 5 351 495 A (LERMUZEUX ANDR E) 4 October 1994 (1994-10-04) * column 2, lines 33-38; figure 1 *	1-4	F25D25/04 B65G15/48 F25D3/11
Y	EP 0 617 248 A (BOC GROUP PLC) 28 September 1994 (1994-09-28) * abstract * * column 4, lines 41-58 *	1-4	
A	US 4 403 479 A (RASOVICH IVAN) 13 September 1983 (1983-09-13) * abstract; figure 1 *	5	
A	US 4 333 318 A (TYREE JR LEWIS) 8 June 1982 (1982-06-08) * abstract; figures 3-5 *	1-4	
A	SU 881 483 A (O K B KARTOFELEPERERABATYVAYUS) 15 November 1981 (1981-11-15) * column 2, lines 8-11; figure 2 *	1-4	
			TECHNICAL FIELDS SEARCHED (Int.Cl.7)
			F25D B65G B65D
-The present search report has been drawn up for all claims			
Place of search Munich		Date of completion of the search 21 May 2004	Examiner Salaün, E
<p>CATEGORY OF CITED DOCUMENTS</p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document</p>			



European Patent
Office

Application Number

EP 02 25 6798

CLAIMS INCURRING FEES

The present European patent application comprised at the time of filing more than ten claims.

☐ Only part of the claims have been paid within the prescribed time limit. The present European search report has been drawn up for the first ten claims and for those claims for which claims fees have been paid, namely claim(s):

☐ No claims fees have been paid within the prescribed time limit. The present European search report has been drawn up for the first ten claims.

LACK OF UNITY OF INVENTION

The Search Division considers that the present European patent application does not comply with the requirements of unity of invention and relates to several inventions or groups of inventions, namely:

see sheet B

☐ All further search fees have been paid within the fixed time limit. The present European search report has been drawn up for all claims.

☐ As all searchable claims could be searched without effort justifying an additional fee, the Search Division did not invite payment of any additional fee.

☐ Only part of the further search fees have been paid within the fixed time limit. The present European search report has been drawn up for those parts of the European patent application which relate to the inventions in respect of which search fees have been paid, namely claims:

☒ None of the further search fees have been paid within the fixed time limit. The present European search report has been drawn up for those parts of the European patent application which relate to the invention first mentioned in the claims, namely claims:

1-5



European Patent
Office

LACK OF UNITY OF INVENTION
SHEET B

Application Number
EP 02 25 6798

The Search Division considers that the present European patent application does not comply with the requirements of unity of invention and relates to several inventions or groups of inventions, namely:

1. claims: 1-5

Tunnel freezer with belt of specific weight per square meter

2. claims: 6-8

Tunnel freezer and method of operating same with means for
controlling belt speed

ANNEX TO THE EUROPEAN SEARCH REPORT ON EUROPEAN PATENT APPLICATION NO.

EP 02 25 6798

This annex lists the patent family members relating to the patent documents cited in the above-mentioned European search report. The members are as contained in the European Patent Office EDP file on
The European Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

21-05-2004

Patent document cited in search report		Publication date	Patent family member(s)	Publication date
US 5351495	A	04-10-1994	FR 2686403 A1	23-07-1993
			AU 3503193 A	03-08-1993
			BR 9303962 A	02-08-1994
			CA 2106576 A1	22-07-1993
			DE 69322695 D1	04-02-1999
			DE 69322695 T2	17-06-1999
			DK 576665 T3	23-08-1999
			EP 0576665 A1	05-01-1994
			ES 2125328 T3	01-03-1999
			WO 9314358 A1	22-07-1993
			JP 2854978 B2	10-02-1999
			JP 6505792 T	30-06-1994
			NZ 249150 A	24-02-1995
			US 5454232 A	03-10-1995
			ZA 9300398 A	15-11-1993
EP 0617248	A	28-09-1994	AU 661801 B2	03-08-1995
			AU 5762794 A	06-10-1994
			CA 2116507 A1	27-09-1994
			CN 1094504 A ,B	02-11-1994
			DE 69407640 D1	12-02-1998
			DE 69407640 T2	20-08-1998
			EP 0617248 A1	28-09-1994
			JP 3479547 B2	15-12-2003
			JP 6307748 A	01-11-1994
			NZ 250964 A	26-07-1995
			US 5438839 A	08-08-1995
			ZA 9401388 A	28-09-1994
US 4403479	A	13-09-1983	NONE	
US 4333318	A	08-06-1982	NONE	
SU 881483	A	15-11-1981	SU 881483 A1	15-11-1981